

we're looking for is people who are either brand new to the field or someone who is the only travel trainer in their agency or in their community," with little opportunity to learn from others, she says.

Wolf-Branigin says that the training is designed to give participants practical information in a practical way. "You can only write so

"What we're looking for is people who are either brand new to the field or someone who is the only travel trainer in their agency or in their community."

much down on a piece of paper," she says. [The training] is designed to teach things like, "this is where I stand when I'm working with a particular person and teaching them to cross the street."

If you're not one of the 75 or so selected to attend one of the three sessions, the entire curriculum is available to download free of charge on ESPA's Web site. Click on the Free Resources link.

For more information about ESPA's travel training curriculum and training events, contact Karen Wolf-Branigin at (800) 659-6428 or kbranigin@easterseals.com.

Sources:

"ESPA pilots travel training curriculum." Easter Seals Project Action Update, April 2007.

The Association of Travel Instruction. www.travelinstruction.org/what_is_ati.html

ESPA: www.projectaction.easterseals.com ▲

FTA Q's and A's

by Jacob Bustad

[Here are a few more questions and answers from the Federal Transit Administration's Drug and Alcohol Discussion Forum at <http://transit-safety.volpe.dot.gov/>. Answers are from Mike Reddington, FTA.]

Question: Our agency does on-site drug testing, versus taking them to a remote testing site. During a "shy-bladder" scenario, does the driver have to be placed in a private area while they are drinking water and waiting to attempt another donation?

Answer: During the potential 3-hour time period in a shy bladder situation, when a safety-sensitive employee has been provided with 40 ounces of fluid, there is no requirement that the safety-sensitive employee be in a private area. The waiting area may be open to public access, as are most waiting rooms at collections sites. The collection site must be able to monitor the employee during this potential 3-hour period.

40.193(b)(3) states: "If the employee refuses to make the attempt to provide a new urine specimen or leaves the collection site before the collection process is complete, you must discontinue the collection, note the fact on the 'Remarks' line of the CCF (Step 2), and immediately notify the DER. This is a refusal to test."

Question: I have looked and do not see a listing of what job positions/duties are classified by DOT or FTA as safety sensitive and require [us to] subject those employees doing those jobs to drug and alcohol testing. Where is a list of safety sensitive job

titles/duties? My union and employer are in the middle of contract negotiations, as part of the bargaining sessions, [and] my employer wants to expand the job classifications they say are safety sensitive and subject to random testing. Some of these positions seem silly insofar as



Is a dispatcher position considered safety-sensitive? How about a library aid?

being safety sensitive...ie: Library Aid and Library Assistant. We already have provisions for reasonable suspicion testing for all personnel as well as required random testing for all personnel holding commercial drivers licenses. What else is required under federal laws?

Answer: 49 CFR Part 655—Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations—is the Federal Transit Administration drug and alcohol regulation.

49 CFR Part 655.4, "Definitions," contains the following definitions that are applicable to your inquiry.

—Covered employee means a

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Information Center (JIC) during major emergencies. Sharing of information through the JIS ensures that the numerous stakeholders involved in a crisis deliver to the public the most accurate, coordinated, timely, appropriate, and understandable information possible.

JIS and JIC are not interchangeable terms. A JIS is the concept of information sharing between agencies so every one is on the same page. A JIC is an actual location where representatives gather to handle emergency public information. Gleason is not aware of any transit JICs in Kansas, but cautions that a transit emergency can strike anywhere.

“Without question, every transit agency faces the risk of a mass casualty accident ... Immediate [media] attention on that would be enormous. The only way to manage that kind of pressure is to plan for it and have systems in place to accommodate that.”

Other resources

As a rural transit agency, it is important that you communicate with the Local Emergency Planning Committee (LEPC) in your county for information on how you might be a resource in a local emergency, or what resources you might need. If you aren't sure who your LEPC contact is, visit the Kansas Division of Emergency Management at http://www.accesskansas.org/kdem/contact_us/cocoordinator_lepclisting.shtml.

In 2000, the U.S. National Response Team published a guide book, *Joint Information Center Model*, for any agency or organization. It states that a JIC's purpose is to serve as a “communication hub” for stakeholders. To read the manual, visit [http://www.nrt.org/production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-55JIC/\\$File/JIC.pdf?Open](http://www.nrt.org/production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-55JIC/$File/JIC.pdf?Open)

Element. More recently, the NIMS Integration Center released an online course in emergency public information, something that should be completed by whomever you designate as your agency media representative. That training module can be found at <http://www.training.fema.gov/EMIWeb/IS/is702.asp>.

As the saying goes, better safe than sorry. And if you can't prevent the accident, you can try to prevent misunderstanding by providing information to your news resources. For more information on managing the media during disaster, go to: www.disasterprep.info.

Sources:

“Managing the Media During Disaster,” by Gary Gleason.

“Communications 101: Dealing with the Media,” by Scott Bogren, <http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=219>

Joint Information Center Model. National Response Team. [www.nrt.org/production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-55JIC/\\$File/JIC.pdf?OpenElement](http://www.nrt.org/production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-55JIC/$File/JIC.pdf?OpenElement)
www.disasterprep.info ▲

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person, including an applicant or transferee, who performs or will perform a safety-sensitive function for an entity subject to this part. A volunteer is a covered employee if:

(1) The volunteer is required to hold a commercial driver's license to operate the vehicle; or (2) The volunteer performs a safety-sensitive function

for an entity subject to this part and receives remuneration in excess of his or her actual expenses incurred while engaged in the volunteer activity.

—Performing (a safety-sensitive function) means a covered employee is considered to be performing a safety-sensitive function and includes any period in which he or she is actually performing, ready to perform, or immediately available to perform such functions.

—Safety-sensitive function means any of the following duties, when performed by employees of recipients, subrecipients, operators, or contractors:

- (1) Operating a revenue service vehicle, including when not in revenue service;
- (2) Operating a nonrevenue service vehicle, when required to be operated by a holder of a Commercial Driver's License;
- (3) Controlling dispatch or movement of a revenue service vehicle;
- (4) Maintaining (including repairs, overhaul and rebuilding) a revenue service vehicle or equipment used in revenue service. This section does not apply to the following: an employer who receives funding under 49 U.S.C. 5307 or 5309, is in an area less than 200,000 in population, and contracts out such services; or an employer who receives funding under 49 U.S.C. 5311 and contracts out such services;
- (5) Carrying a firearm for security purposes.

There are many requirements under federal law, the majority are covered under the DOT regulation, 49 CFR Part 40, and the FTA regulation, 49 CFR Part 655. ▲